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CHINA'S REPLY TO JAPAN'S PROPOSALS.

ALLIGES INSINCERITY OF JAPAN'S DESIRE TO SETTLE.

PEKING, October 18th.
The following is a translation of the memorandum sent by the Chinese Government to the Japanese Legation yesterday in reply to the Japanese Minister's Memorandum of September 7th, requesting the opening of direct negotiations regarding Shantung:

MEMORANDUM.

With reference to the important Shantung question, which is now pending between China and Japan, China has indeed been most desirous of an early settlement for the restitution of her sovereign rights and territory. The reason why China has not until now been able to commence negotiations with Japan is that the bases upon which Japan claims to negotiate are all of a nature either highly objectionable to the Chinese Government and the Chinese people, or such to which they have never given their recognition. Furthermore, in regard to the Shantung question, although Japan has made many vague declarations, she has in fact had no plan which is fundamentally acceptable. Therefore, the case has been pending for many years, much to the surprise of China.

On September 7th Japan submitted certain proposals for the readjustment of the Shantung question in the form of a memorandum, together with a verbal statement by the Japanese Minister to the effect that in view of the great principle of Sino-Japanese friendship, Japan had decided upon this fair and just plan as a final concession, etcetera. After careful consideration the Chinese Government is still incompatible with the repeated declaration of the Chinese Government, with the hope and expectations of the Chinese people and with the principles laid down in the Treaties between China and the foreign Powers. If those proposals are to be considered the final concession on the part of Japan, they surely fall short in proving the sincerity of Japan's desire to settle the question.

For instance:

UNCONDITIONAL RETURN OF KIAOCHOW BAY.

1.—The lease of Kiaochow Bay expired immediately on China's declaration of war with Germany. Now that Japan is only in military occupation of the leased territory, the latter should be entirely returned to China without conditions. There can be no question of any leasehold.

NO NECESSITY FOR ESTABLISHMENT OF FOREIGN SETTLEMENT.

2.—As to the opening of Kiaochow Bay as a commercial port for the convenience of trade and residence of the nationals of all friendly Powers China has already, on previous occasions, communicated her intention to do so to the Powers, and there can be no necessity for the establishment of any foreign settlement. Again, agricultural pursuits concern the vital existence of the people of this country and according to the usual practice in many countries no foreigners are permitted to engage in them. The vested rights of foreigners obtained through legitimate processes under the German regime shall, of course, be respected but those obtained by force and compulsion during the period of Japanese military occupation and against law and treaties can in no way be recognised. And again, although this same article, in advocating the opening of cities and towns of Shantung as commercial ports, agrees with China's intention and desire of developing commerce, the opening of such places should, nevertheless, be left to China's own judgment and selection in accordance with circumstances. As to the regulations governing the opening of such places, China will undoubtedly bear in mind the object of affording facilities to international trade and formulate them according to established precedents of self-opened ports, and sees, therefore, no necessity in this matter for any previous negotiations.

SHANTUNG RAILWAY SHOULD BE GIVEN TO CHINA.

3.—The joint operation of the Shantung Railway (that is, the Kiaochow-Tsinao line) by China and Japan is objected to by the entire Chinese people. It is because in all countries there ought to be a unified system for railways, and joint operation destroys unity of railway management and impairs the rights of sovereignty. And, in view of the evils of the previous cases of joint operation and the impossibility of correcting them, China can now no longer recognise it as a matter of principle. The whole line of the Shantung Railway, together with the right of control and management thereof, should be completely handed over to China, and after a just valuation of its capital and properties, one-half of the whole value of the line shall be paid by China within a fixed period. As to the mines appurtenant to the Shantung Railway which were already operated by the Germans, their plan of operation shall be fixed in accordance with Chinese Mining Law.

CHEFOO-WEIHAIEN RAILWAY.

5.—With reference to the construction of the extensions of the Shantung Railway, that is, the Tsinao-Shunchow and Kiaochow-Haichow lines, China will, as a matter of course, negotiate with international financial bodies. As to the Chefoo-Weihaien Railway, it is entirely a different case and cannot be discussed in the same category.

CONTROL OF TSINGTAO CUSTOM HOUSE.

6.—The Customs House at Tsingtao was formerly situated in a leased territory and the system of administration differed slightly from others. When the leased territory is restored, the Customs House there should be placed under the complete control and management of the Chinese Government and should not be different from the other Customs Houses in its system of administration.

CHINA'S TITLE TO ALL PUBLIC PROPERTIES.

7.—The extent of public properties is too wide to be limited only to that portion used for "administrative purposes." The meaning of the statement in the Japanese Memorandum that such property will "in principle" be transferred to China, etc., rather lacks clearness. If it is the sincere wish of Japan to return all the public properties to China, she ought to hand over completely the various kinds of official, semi-official, municipal and other public properties and enterprises to China to be distributed according to their nature and kind to the administrations of the Central and local Authorities, to the Municipal Council and to the Chinese Customs, etc., as the case may be. Regarding this, there is no necessity for any "special arrangement," and

WITHDRAWAL OF TROOPS.

9.—The question of the withdrawal of Japanese troops from the Province of Shantung bears no connection with the retrocession of the Kiaochow leased territory, and the Chinese Government has repeatedly urged for its actual execution. It is only proper that the entire Japanese army of occupation should now be immediately evacuated. As to the policing of the Kiaochow-Tsinao Railway, China will immediately send a suitable force of Chinese Railway Police to take over these duties.

CHINA RESERVES RIGHT TO SEEK SOLUTION OF QUESTION.

The foregoing statement gives only the main points which are unsatisfactory and concerning which the Chinese Government feels it absolutely necessary to make a clear declaration. Further, in view of the marked difference of opinion between the two countries and apprehending that the case might long remain unsettled, China reserves the right to herself to seek a solution of the question whenever a suitable occasion presents itself.

AMERICA AND JAPAN.

SPEECH BY GENERAL LEONARD WOOD.

"ALL WAR TALK NONSENSE."

Major-General Wood who has just been inaugurated Governor-General of the Philippine Islands made a happy address recently before the members of the Japan-America Society at the Bankers' Club, Tokyo, at a banquet at which he and Mr. W. Cameron Forbes were the special guests of honour. "All such loose and foolish talk is nonsense," he declared, a vigorous sentiment that was loudly cheered.

There is not a single issue between the two nations, he declared, that furnishes any justification whatever for the suggestion that the two nations which fought side by side in the great war for humanity should now turn against and fight each other.

"I think that I know the American people well," declared the speaker, "and I know that on their part there is no desire and no intention to dwell in any but the most friendly relations with their neighbours of Japan."

THE ENTWINED BANNERS.

"The two flags which you see together around these walls, the flags of Japan and America, stood side by side in the Great War, in the battle for fair dealing between nations and for respect for the rights of smaller peoples. They are going to stand together always on the side of right. Loose, idle reports, telegraphed from one country to the other by irresponsible persons, have been largely responsible for this talk of strained relations. But our relations are not strained and they are going always to be good."

"We want to build up our trade and commerce with the rest of the world, but we welcome every opportunity for open and fair competition. We are sure that that is all that your people ask, too. In these days following the World War we are all facing strenuous competition. We must look to our commercial laurels. But there is room enough for all, markets enough for each of us to win his fair share by fair and honourable competition."

NO GREAT ISSUES NOW.

"It would be a terrible reflection on modern civilization if two great peoples like Japan and the United States could not get together around the conference board and settle all or nearly all their difficulties. We cannot hide the fact, of course, that great issues may arise that will challenge all our will and diplomacy to solve. But there is nothing in the present situation between Japan and America that justifies even the suspicion of such an issue."

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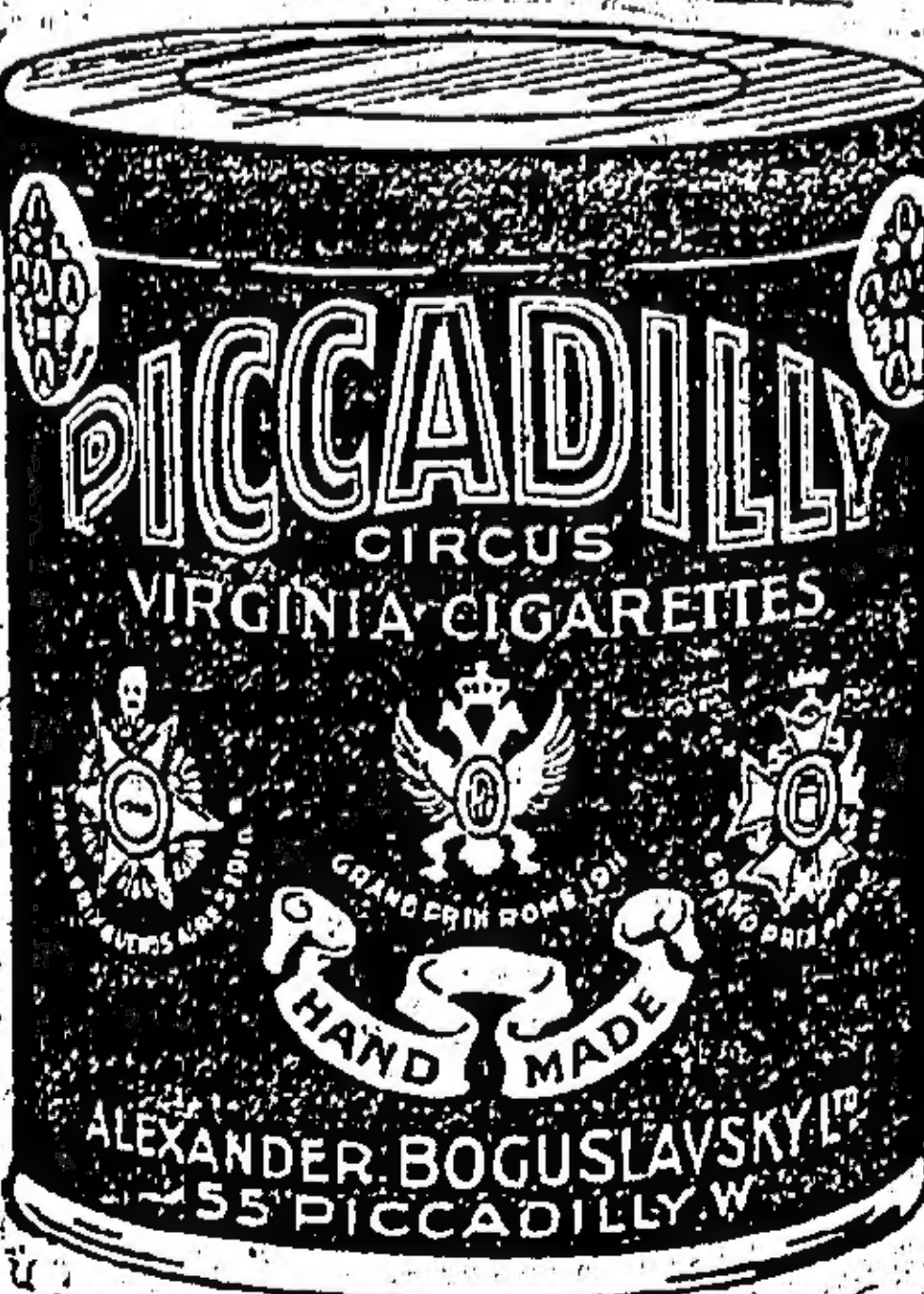
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ARRANGEMENTS COMMITTEE FORMED.

H.E. the Governor (Sir R. E. Stubbs, K.C.M.G.) presided yesterday at noon over a representative meeting of leading citizens who assembled in the City Hall at His Excellency's invitation, to take preliminary measures in preparation for the visit of H.R.H. the Prince of Wales next April.

H.E. the Governor said: The reason I have asked you to come here this morning is, as you know, that His Royal Highness the Prince of Wales intends to visit the Colony on his way to Japan. I regret that the stay of His Royal Highness in the Colony will be very short; he proposes to arrive on the morning of the 5th, so it is clear we cannot do very much for him while he is here. But you will all share my desire to give His Royal Highness, during his short stay as good a time as we can and show our loyalty to him and the Royal House.—(Applause.)

His Excellency went on to explain that for this purpose he had summoned the meeting with a view to appointing the reception committee to make the arrangements for His Royal Highness's entertainment during the two days he would be here. The matter was one of considerable urgency because the Prince was leaving England on October 26th and the authorities at home had asked that a draft programme should be submitted before he left. The provisional programme would accordingly be telegraphed. The only indication of the Prince's wishes that had been received was that he desired to have an opportunity of playing polo.—(Applause.) For the Committee, His Excellency said, certain names would be proposed and others could be submitted by the meeting. In view of the urgency of the matter, he thought it would be desirable that the committee should be small or as small as would be reasonably representative of the Colony.

The Colonial Secretary (Hon. Mr. CLAUDE SEYMOUR) said that in view of the urgency to which His Excellency had alluded for drawing up the draft programme and submitting it by telegraph, it would be necessary for the committee to meet to-morrow, so that the programme could be sent off the same day. That would give good time for a reply approving or amending the programme before His Royal Highness left England. His Excellency had appointed the members of the Legislative and Executive Councils to be members of the committee and the following names were also proposed:—

The Chief Justice, Sir Wm. Rees Davies. To represent the Churches.—The Bishop of Victoria, Bishop Pozzoni; Rev. Mr. Macdonald; and the Rev. Mr. H. Clouston Porri; Sir William Brunyate, Vice-Chancellor of the University; The heads of certain firms, Mr. Edkins, of Messrs. Butterfield & Swire; Mr. D. G. M. Bernard, of Messrs. Jardine, Matheson & Co.; Mr. A. O. Lang, of Messrs. Gibb, Livingstone & Co.; Mr. Montague Ede.

Mr. Wilkinson, Mr. Hastings, and Mr. Alabaster. Two representatives of the Press—whichever they think proper to appoint. He suggested the names of Messrs. H. A. Cartwright and E. A. Hale.

The Hon. Mr. H. E. POLLOCK: Mr. Hale is on the same newspaper.

The Colonial Secretary: Other names can be suggested.

Mr. SEYMOUR added that sport was rather important in view of the desire of the Prince to get some polo. He had put down Brigadier-General Macnaghten and Mr. Birkett. He would make inquiries as to whether the Navy and Army wished to be represented on the Committee. It was desired that the Chinese community should be represented and in drafting the programme there might be some important arrangements in connection with outdoor celebrations. His Excellency suggested that all the Chinese Justices of the Peace should be on the Committee. Of the Indian community it was suggested there should be one representative of each branch and the names proposed were Mr. Bishen Singh, Mr. H. M. E. Nomanee, Mr. S. D. Mehal, Mr. F. P. Talati, and Mr. U. Ramjahn.

The names of representatives of the Portuguese community were also desired.

The Hon. Mr. POLLOCK suggested that there should be one representative of each European newspaper in the Colony and that Mr. Silva Netto and Mr. J. P. Braga be appointed to represent the Portuguese community.

Brigadier-General MACNAGHTEN: Could the British Legion have a representative on the committee?

The GOVERNOR: Who would you suggest?

Brigadier-General MACNAGHTEN: I suggest Colonel Bird.

The Hon. Mr. S. B. C. ROSS said there was some doubt in the minds of his friends as to whether the committee was appointed merely for the purpose of drawing up a programme or to be a reception committee that would actually meet the Prince when he arrived in the Colony.

The GOVERNOR said that the idea was that the Committee should take charge of the arrangements and appoint a small executive committee. The first step was to draw up the programme and the second was to carry it out.

The Colonial Secretary: There is a long period between now, when we draw up the draft programme, and the time when we carry it out next year. There will no doubt be changes in the personnel, but we shall have to get suitable persons to carry out the arrangements just as we did for the Peace celebration.

I propose that the whole committee appointed now come here to-morrow at noon to draw up a programme. The Governor would like Sir Paul Chater to be Chairman of the committee if he will accept that position.—(Applause.) and Mr. Ross will act as Secretary.

(Continued at foot of next column.)

LIEUT.-GEN. KIRKPATRICK'S SUCCESSOR.

MAJOR-GENERAL SIR JOHN FOWLER.

A Reuter's cable reports to-day that Major-General Sir J. S. Fowler has been appointed to the Command of H.M.'s Forces in China.

This is the first intimation of a change in the command though it was taken for granted when Sir George Kirkpatrick was recently promoted to the rank of Lieutenant-General that he would not long remain in his present position.

Major-General Sir John Sharman Fowler, R.E., K.C.M.G., was Director of Army Signals in France during the war. He was born in 1864 at Rahinstown College. Getting a commission in the Royal Engineers in 1886, he served in the Ismail Expedition of 1892, Chitral, 1895 (when he was mentioned in despatches and was awarded the D.S.O. and medal with clasp), the North-West Frontier of India 1897-98; and was with Tinnah Expeditionary Force (despatches and two clasps). From 1899-1902 he was on special duty with the South African Field Force, was mentioned in despatches, became brevet Major, and was awarded the Queen's medal with three clasps and the King's medal with two clasps. He served throughout the European war 1914-1918 and besides being promoted to the rank of Major-General was rewarded with the C.B. and the K.C.M.G.

Referring to the promotion of Sir George Kirkpatrick to the lieutenant-general's rank, *Truth* remarks: "In these days of reduction of establishments promotion to lieutenant-general is not always bliss to those aspiring to further activity and distinction, but it carries with it certain pension advantages."

RIGHTS OF SUB-TENANTS.

INTERESTING POINT UNDER THE RENTS ORDINANCE.

The position of sub-tenants when a principal tenant decides to go was considered in a Rents Ordinance case before Mr. Justice Gompertz in the Summary Court, yesterday. The owner of premises in D'Aguilar Street applied for the ejection of a man who occupies a room there.

Mr. F. E. Nash, for the landlord, explained that the tenant gave notice of intention to quit, and had since moved out. The premises had been let to someone else but the defendant, to whom a room had been sub-let by the old tenant, refused to go, claiming the protection of the Rents Ordinance. Mr. Nash submitted that under the Ordinance the landlord was entitled to an ejectment order.

Mr. M. H. Turner, for the defendant, said the notice to quit had to be given by the "tenant in actual occupation" and the point was as to whether the defendant came within that definition in respect of the space he occupied. Mr. Turner argued that the facts showed that, for the purposes of the Ordinance, the defendant was a tenant in actual occupation and was not affected by a notice to quit given by the "head tenant."

His Honour said it occurred to him that the framers of the Ordinance might have intended the defendant to be a tenant in actual occupation only as between himself and the "head tenant."

Mr. Turner said that, in construing the intention of the Ordinance, attention must be paid to conditions prevailing in the Colony at the time it was passed. He contended that the intention of the Ordinance clearly was to protect the occupiers of cubicles. Otherwise the landlord only had to turn out 50 people from one house. It was never the intention of the Governor in Council to have a clause passed which would negative the whole idea of the Ordinance and he maintained that a tenant and a sub-tenant were both persons in actual occupation. Mr. Turner referred His Honour to the case of *Hilton v. Heale* but remarked that there was an important difference between the facts in that instance and in the present one. In *Hilton v. Heale* the "head tenant" had sub-let his premises after the notice to quit was given, but in the present case the sub-tenant was in possession for some time before the notice was given.

Mr. Nash urged that it was unnecessary to examine existing conditions where the wording of the Ordinance made it quite clear that "a tenant in actual occupation" meant the immediate tenant of the landlord.

His Honour remarked that it was an interesting point and he had been wondering for some time when it would crop up. Now that it had come up he would very carefully consider the case quoted by Mr. Turner and give his decision later.

The Hon. Sir PAUL CHATER indicated his acceptance.

H.E. the GOVERNOR then put it to the meeting that the additional names proposed be added and this was agreed to, but His Excellency remarked that possibly the Press would agree that one or two representatives would be sufficient from the newspapers. He would adjourn the meeting and leave the committee in the capable hands of Sir Paul Chater.

The Colonial Secretary said he hoped members of the Committee would come to-morrow with suggestions. The main outline only was required at the moment. There were many details which could not be telegraphed.

In closing the meeting H.E. the Governor uttered a word of caution that the Prince would no doubt have a good many calls upon him during his tour and it was desirable not to make the programme too heavy.

The Committee meets, accordingly, at the City Hall at noon to-day.

A MOTOR LAUNCH OFF LAMMA.

POLICE PREPARATION OF CASES CRITICISED.

An interesting question concerning the preparation by the police of cases for presentation before the Magistrate was raised yesterday afternoon, before Mr. G. N. Orme. It was alleged that two Indian constables were giving false evidence in support of a charge of smuggling opium on a motor launch and that the European police officers in charge of the case knew, or ought to have known, that evidence existed which would throw doubt upon the Indian constables' statements. It was suggested, further, that if this conflict of evidence had been discovered earlier, four men would not have been kept in prison for several days awaiting trial, and if the discrepancy had been discovered at the very outset the prosecution would never have been brought at all.

Two Indian constables went out from the police station on Lamma Island, acting on a statement by an informer, to verify suspicious about the business of a motor launch and two sampans in the harbour. It appeared that opium was found on one of the sampans and the defence suggested that, to convert what they believed to be moral guilt in respect of the motor launch, into legal guilt, the over-zealous constables transferred some of the opium from the sampan to the motor launch.

At the previous hearing the constables showed some disagreement under cross-examination and the Magistrate remarked that "it struck him that, in giving his evidence, the constable was not telling the truth."

Mr. M. K. Lo, who defended, expressed himself strongly about the case which he described as a "trumped-up" one.

At yesterday's hearing Mr. Lo asked the Magistrate whether he desired to hear further cross-examination of the Indian constables having regard to the opinions he expressed upon their evidence last week.

The Magistrate: Perhaps I was rather carried away by your virtuous indignation, thinking that you, knowing the facts better than I did, had good grounds for that indignation.

Mr. Lo: I hope your feelings have not cooled down because, whether virtuously or otherwise, I still feel indignant because I believe the case to be a trumped-up case.

The Magistrate: It will shorten your cross-examination if you have definite evidence to disprove the evidence of the Indian constables.

Mr. Lo: I have not been able to get the passengers on the launch.

Mr. Smith suggested that the Indian constables might have been too busy searching the launch to notice the escape of the other boat.

Mr. Lo: If you can get the Magistrate to believe that, you will get him to believe anything.

Mr. Orme: Magistrates are very credulous people.

The fisherman who told the police about the opium then gave evidence. He said he saw the launch and two sampans meet in the bay; the launch went in between the two sampans. When the police boarded the launch one of the sampans moved away. He pursued it in the sampan the police had used. The men reached the shore and escaped.

The witness then declared that the opium in the two bags in Court was on the sampan which the men deserted. It was never in the motor launch, he said.

The Magistrate: Was the opium you saw at the Police Station like the opium you yourself found on the sampan?

Witness: It was the same two bags.

At this stage, Mr. Smith intervened to withdraw the case. He remarked that it was no offence for a motor launch to be tied to a sampan containing opium. This witness was apparently telling the truth. It was quite clear what the motor boat was doing, but a suspicion was not proof.

The opium was not found on the motor boat as the Indian constables had said, and he did not think it was worth while going on with the case.

Mr. Lo: If that is so, I hope that my "virtuous indignation" will be shared, not only by the Bench, but by Mr. Smith. It is high time that the administration of justice in this Court was not polluted, consciously or unconsciously, by bringing absolute liars into Court to convict people. I don't want to make unpleasant suggestions, but it was up to the police to find out their case from the informer. They have no business to detain these men for a week knowing they will not be able to prove their case.

The Magistrate: Who knew? Do you suggest Mr. Smith knew?

Mr. Lo: It is up to the police to find out. Mr. Smith is a person for whom I entertain such high regard that I would not think of making any imputations against him. I am asking your Worship to bear me out in saying this, that the police must have known—if they did not they were guilty of gross dereliction of duty. When they opened the case they should have been in a position to indicate that a conflict of evidence would be brought out. Instead of that they have to confess at this stage that the police witnesses have not been telling the truth. The police representing the Crown—the fountain of justice—should have got this information from the informer at the outset. Mr. Smith has just whispered to me that the evidence of the informer came to him as an absolute surprise but the police should have known it long ago. I protest against this pollution of the administration of justice. It is doing the fair name of British justice a great deal of harm. I ask you to fine the Indian constables for perjury.

Mr. Orme: I have no idea which is right—the informer or the Indians. All I can say is there is a discrepancy. I am constantly in this unfortunate position in which, owing to conflict of evidence, I have no idea what are the facts.

Mr. Lo: You expressed disapproval of the first witness's demeanour at the last hearing.

The Magistrate: I did not express disapproval; I made a note of it. I said the man showed nervousness, but it might have been for other reasons. I have only heard your remarks; I have not heard what the defendants have to say.

Mr. Lo said he would not have made his remarks if Mr. Smith, representing the prosecution, had not said that in his opinion the case could not go on. He could not call the defendants if the case was withdrawn.

The Magistrate remarked that Mr. Smith was only expressing an opinion. Mr. Smith: I am not prosecuting. I was asked to come up, as it was an important opium case. The informer's evidence is as new to me as to the Court.

The Magistrate: As to expressing any surprise and indignation as to Indian witnesses' evidence, I should be very glad if they were all entirely infallible, but I am afraid until the oath is changed we shall have this difficulty. I am afraid we can't rely on Indians to be entirely truthful. Acting according to their best lights, I am afraid they diverge sometimes from the truth. That applies to Chinese police as well. I wish I could always believe them.

Mr. Lo: I am complaining that the prosecution should not have started the case when they knew or ought to have known the informer's evidence.

The Magistrate: Well, Inspector Spear, you are in charge.

Sub-Inspector Spear: Mr. Lo evidently refers to me.

Mr. Lo: Yes, I must, because you are in charge.

Sub-Inspector Spear: I have never seen or interrogated one of these witnesses. I have a master and I had to do as I am told. Inspector Angus directed me to take charge of the case.

The Magistrate: I am afraid elucidation is not so easy for the police as Mr. Lo seems to think. It is extremely difficult for them, even, to get to the bottom of a story. In my experience it is very difficult.

Mr. Lo: I don't suggest that Inspector Spear will come here and tell lies; I am not complaining against him individually. I am complaining of the administration of justice. If the man in charge had had, in the first instance, a draft of what the informer would say and what the Indian constables would say the prosecution would never have been brought.

The Magistrate: I have not heard enough to say whether the Indians may have told the truth or not. On the evidence before me there are inconsistencies. It does not follow that the evidence of the informer can be accepted; the evidence of informers is not easy to deal with.

Mr. Lo indicated that he was prepared to go on with the case and sift the evidence further, but he understood that the prosecution was not prepared to go further. Therefore, he had no option in the matter.

Mr. Smith said he based his case on the fact that the opium was found on a sampan which was tied alongside the motor launch. If that was constructive possession by the people on the motor launch he would go on with the case on that ground.

The Magistrate: But the Indians have said the opium was on the motor launch.

Mr. Smith: Yes. That entirely vitiates the case.

The Magistrate: I am afraid I have too long experienced to be at much astonished at Mr. Lo. If we could only get evidence which could be relied upon as truth, it would make things much easier here. I don't know if anyone has heard the informer's evidence before.

Mr. Smith said he had not heard any of the witnesses before they came into Court.

Mr. Magistrate told Mr. Smith that he need not let Mr. Lo's indignation deter him from continuing the case if he felt inclined to do so.

Mr. Smith replied that he felt equally "indignant" as to the motor boat drifting against wind and tide into the bay, but he did not think the case could be brought to a successful conclusion.

The defendants were then discharged.

OPIMUM ON A SHIP.

APPLICATION FOR REDUCTION OF FINE.

At the Magistracy, yesterday, Mr. Yvanovich, of Messrs. P. A. Lapinque & Company, applied to Mr. G. N. Orme for a reduction in the fine in the case in which the company was fined \$2,000 for having allowed the s.s. *Hanoi* to be used for the transportation of 1,020 tacks of raw and 488 tacks of prepared, non-Government opium.

The Magistrate: I suppose you could not get hold of all the members of the crew?

Mr. Yvanovich: No, some of them have left the ship and cannot be found. Therefore we have no option but to abide by your Worship's decision and pay the fine, but we think it rather high.

The Magistrate remarked that the Company would profit by a little more supervision of the Chinese crew.

Mr. Yvanovich replied that unfortunately they could not do more.

Chief Preventive Officer Watt said that the fine was not high in view of the fact that this was the biggest case the authorities had yet had. In the case of the *Kochow*, the owners were fined \$2,000 for 425 tacks of prepared and 588 tacks of raw opium. The *Chungong* was fined \$3,000, which was reduced to \$2,000, for carrying 199 tacks prepared and 450 tacks raw.

The Magistrate: And the *Hanoi* is a larger ship?—Yes.

The Magistrate told Mr. Yvanovich that in the circumstances he could not see his way to reduce the fine. The decision must stand.

DURING THE WINTER SEASON

WE STOCK A LARGE SELECTION OF SWEETS FONDANTS AND BON BONS.

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DRESS BOOTS & SHOES. BLACK & BROWN BROGUES. BLACK & BROWN BOOTS & SHOES.

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This make we have in stock in all leathers and can recommend them for hard wear.

"SAXONE" and "KELTIC" are made in SCOTLAND.

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ONE OFFICE in No. 4, Queen's Road Central to be let.
For particulars apply to—
HANK OF CHINA.

HOLTS WHARF, KOWLOON.

OFFERS are invited for the purchase of Tow Boat "ATLANTA" now lying at Holt's Wharf, Kowloon.
Appropriate Particulars:
Length Over All 91'60"
Breadth Moulded 17'03"
Depth 8' 6"
Reg. Tonnage 37,4100
Engines. Inverted direct acting compound surface condensing.
Cylinders 15" and 30" Stroke 18"
Boiler 9'8" diam. x 10'0" long with a working pressure of 100 lbs.
Built of teakwood throughout, with steel deck house and hold, cargo hatch on fore deck, speed about 10 knots on 400 lbs. of coal per hour.
The vessel may be inspected and further particulars obtained on application to Captain C. B. Rogers, Wharf Manager, Holt's Wharf, Kowloon.

BUTTERFIELD & SWIRE,
Agents.

1633

TO ALL TO WHOM IT MAY CONCERN.

NOTICE IS HEREBY GIVEN that the Mercantile Bank of India Limited, intends to apply to the Legislative Council of Hongkong for a Bill to extend for a further period the powers granted by the Mercantile Bank Note Issue Ordinance, 1911, to the Mercantile Bank of India, Limited, to make, issue, re-issue and circulate notes in the Colony. A copy of the proposed Bill is published below.

Dated this 14th day of October, 1921.
THE MERCANTILE BANK OF INDIA, LIMITED.

A BILL

An Ordinance to extend for a further period the powers granted by the Mercantile Bank Note Issue Ordinance, 1911, to the Mercantile Bank of India, Limited, to make, issue, re-issue and circulate notes in the Colony. It is enacted by the Governor of Hongkong, with the advice and consent of the Legislative Council that, as follows—

1. This Ordinance may be cited as the Mercantile Bank Note Issue Ordinance, 1921, and shall be read and construed as one with the Mercantile Bank Note Issue Ordinance, 1911, and 1913, and the said Ordinance and this Ordinance may be cited together as the Mercantile Bank Note Issue Ordinance, 1911 to 1921.

2. Notwithstanding anything contained in section 7 of the Mercantile Bank Note Issue Ordinance, 1911, relating to the termination by effluxion of time of the powers granted to the company by that Ordinance, but subject in all other respects whatsoever to the provisions of the Mercantile Bank Note Issue Ordinance, 1911, and 1913, it shall be lawful for the company to make, issue, re-issue and circulate notes until, and including the 31st day of August 1929, after which date the company shall cease to issue or re-issue notes but shall redeem any notes which it shall have previously issued or re-issued.

3. Nothing in this Ordinance shall affect or be deemed to affect the rights of His Majesty the King His heirs and successors or the rights of any body politic or corporate or of any other person except such as are mentioned in this Ordinance and those claiming by, from or under them.

Objects and Reasons.
The Mercantile Bank Note Issue Ordinance, 1911, Ordinance No. 65 of 1911, empowered the Mercantile Bank of India, Limited, to make, issue, re-issue and circulate bank notes. This power was limited to a period of 10 years from the commencement of the Ordinance. It is now considered desirable to extend this period which expires on the 26th December, 1921.

1634

"BEN" LINE OF STEAMERS, LTD.

NOTICE TO CONSIGNEES.

The Steamship "BENLOMOND"

FROM ANTWERP, MIDDLESBRO
LONDON & STRAITS.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at the wharves of the Hongkong and Kowloon Wharf and Godown Co., Ltd., whence and/or from the wharves delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 26th inst. will be subject to rent.

All Claims against the Steamer must be presented to the Underwriter on or before the 3rd Nov. or they will not be recognized.

All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on the 26th inst. at 10 A.M.

No Fire Insurance has been effected. Bills of Lading will be countersigned by GIBB, LIVINGSTON & CO., LTD., Agents.

Hongkong, October 19th, 1921.

1635

NEW ADVERTISEMENTS

G. R.

PUBLIC AUCTION.

PARTICULARS AND CONDITIONS of a Sale by Public Auction, to be held on MONDAY, the 24th day of October, 1921, at 3 P.M., at the Office of the Public Works Department, by order of His Excellency the Governor, of one lot of CROWN LAND on new road between Wan-chai Gap to Magazine Gap in the Colony of Hongkong, for a term of 75 years, with the option of renewal at a Crown Rent to be fixed by the Surveyor of His Majesty the King, for one further term of 75 years.

PARTICULARS OF THE LOT.

No. of Acre.	Registry No.	Locality.	Boundary Measurement.				Contents		Upset Price.
							in square feet.	Acres and Roods.	
Rural Building Lot.	No. 128.		N.W. Sect.	S.E. Sect.	S.W. Sect.				
	(In new road.)		East.	East.	East.	East.			
	Close to Magazine		100	100	170	170	17,000	88	3,640
	City.								
1836									

CABLES.

LATEST CABLES.

[THROUGH REUTER'S AGENCY.]

PRINCE OF WALES IN MOTORING ACCIDENT.

LONDON, October 19th.

H.R.H. the Prince of Wales and Prince Henry have been involved in a motor accident near Cambridge, a motor cycle colliding with the car in which the Princes were riding. The back wheel of the car was smashed. The Princes were not hurt, but the side car's passenger was picked up unconscious.

U.S. RATIFIES TREATIES.

NOW AT FULL PACE WITH CENTRAL POWERS.

WASHINGTON, October 19th.

The Senate has ratified the Peace Treaty with Hungary.

LATER.

The ratifications completed the Administration's immediate peace programme. The United States is now at full peace with the Central Powers. Before the final vote was taken the Democrats endeavoured to substitute the Treaty of Versailles with twelve Lodge reservations for the German Treaty, but this was defeated and the reservations of the Foreign Relations Committee, prohibiting American membership on the Allied Reparations Council or any other international committee without the consent of Congress, was adopted.

EARLIER CABLES.

WASHINGTON, October 19th.

In the course of the debate in the Senate on the German peace treaty, Senator Hitchcock, formerly leader of the party which favoured ratification of the Treaty of Versailles, expressed himself in favour of the impending treaty, declaring that the re-establishment of peace with Germany was necessary for the rehabilitation of America and the world.

An amendment by Senator Reed, declaring the United States exempt from virtually all the obligations of the Versailles Treaty, was defeated by 71 votes to 7.

LATER.

Immediately after ratification of the German peace treaty, the Senate ratified the treaty with Austria.

LATEST CABLES.

EMERGENCY TARIFF LAW. LARGE MAJORITY FOR ITS CONTINUATION.

WASHINGTON, October 19th.

The House of Representatives has passed, by 197 votes to 74, the Bill extending the Emergency Tariff Law until February 1st, 1922.

UPPER SILESIA.

THE LEGAL QUESTION TO BE CONSIDERED.

PARIS, October 19th.

The League of Nations' recommendation respecting Upper Silesia is to be enquired into from a legal point of view by the Ambassadors' Council, whose next sitting will be held to-morrow.

The British Ambassador, Lord Hardinge, is expected to-day from London—Havas.

M. ALBERT THOMAS'S NEW POSITION.

PARIS, October 18th.

Former Secretary of State, M. Albert Thomas, now a director of the International Bureau of Labour at Geneva, has sought and obtained from the Socialist party an authorization to resign his seat as a Deputy and to retain the directorship—Havas.

HONOURS FOR ALLIED LEADERS.

FREEDOM OF CITY OF NEW YORK.

New York, October 10th.

The freedom of the city will be conferred on Admiral Beatty, Marshal Foch, and General Diaz and Jacques, who during their stay in the United States will attend the convention of the American Legion.

FALL OF THE MARK.

FEELING OF RECKLESSNESS ON DUTCH EXCHANGE.

ROTTERDAM, October 19th.

The heavy fall in the German mark has caused a feeling of recklessness on the Dutch exchange, nearly approaching a panic. Not only on the share and stock exchange but also quotations on the produce market have recently fallen so much that failures are unavoidable. Unemployment is increasing and one shipyard discharged eight hundred men on Saturday morning alone. Other concerns, such as the metal industry, have reduced wages by from eight to twelve per cent. Strikes are threatened.

GERMANY AND ENGLAND.

A NAIVE ASSERTION.

BERLIN, October 19th.

A naive assertion was made in a speech at Essen by the Prussian Premier, who expressed the opinion that in the present economic situation Germany's best hope lay in compelling England to pay more in unemployment doles than she obtained from Germany as reparations. He thought the fact should be utilised by the German Government.

HANDWRITING BY WIRELESS

New York, October 19th.

The newspaper *World* publishes facsimile reproductions of messages in handwriting from M. Briand and General Pershing transmitted from Paris to America by wireless. It is predicted that before long pictures will be wirelessly across the Atlantic as easily as they can now be transmitted by cable.

LOCKOUT OF GERMAN NEWSPAPER WORKERS.

BERLIN, October 19th.

As a result of a demand for increased wages the newspaper proprietors have declared a lock-out of the technical staffs of all non-Socialist newspapers in Berlin. Consequently only two minor non-Socialist papers are appearing.

OIL TRANSPORT AMALGAMATION PROPOSAL.

LONDON, October 19th.

Circulars are being sent out to shareholders of Tankers Limited, and the Scottish-American and Transport Oil Company containing a proposal to amalgamate. The latter is unable to make the substantial payments provided in an agreement with Tankers owing to the serious fall in freights. A sum of £25,876 is still unpaid.

U.S. RAILWAY STRIKE.

DEMAND FOR NATIONALISATION.

WASHINGTON, October 19th.

It is asserted here that the real purpose of the threatened railway strike is to force the Government to adopt State ownership of the railways. It is believed that the men desire to return to the conditions existing during war, when the Government controlled transportation.

EARLIER CABLES.

New York, October 18th.

Presidents of railroads with headquarters at Chicago assert that the proposal to translate the recently ordered reduction of wages into an immediate reduction of freights in order to avert a strike is impossible, as it would again place the railroads in a precarious position financially.

On the other hand, Mr. Stone, President of the powerful brotherhood of Locomotive Engineers, asserts that the Government can prevent a strike by taking over the railroads, "which will eventually happen."

LABOUR LEADERS SUMMONED TO CONFERENCE.

Chicago, October 18th.

Telegrams have been despatched summoning the heads of the four Railway Brotherhoods and the Switchmen's Union to confer with the Railway Labour Board in an endeavour to avert a strike.

FRENCH TEXTILE WORKERS' STRIKE.

LILLE, October 18th.

The strike of textile workers, which broke out in August, has partly broken down. Work has been resumed at some textile establishments at Roubaix, where the workers have accepted the 10 per cent. reduction of wages proposed by the employers. Some factories have restarted at Lille after an agreement between employers and workers, but a meeting of weavers at Lille decided to continue the strike.

WASHINGTON CONFERENCE.

NAMES OF BRITISH DELEGATION CONFIRMED.

LONDON, October 18th.

The House of Commons was crowded when Parliament resumed. Replying to Mr. Asquith's request for a statement regarding the Washington Conference, Mr. Lloyd George confirmed the names of the British Empire delegation already cabled. He said that he himself hoped to go immediately to the Parliamentary general situation permitted. Sir Auckland Geddes would be a delegate in his absence. General Smuts had decided to leave the interests of South Africa to the British representatives, who were made fully acquainted with his views at the Imperial Conference. The senior British naval expert, Admiral Beatty, would be succeeded in due course by Admiral Chadwick. The principal military expert will be Lord Cavan, the air expert will be Air Vice-Marshal Higgins, while the Secretary to the delegation will be Sir Maurice Hankey.

ITALY'S DELEGATES.

ROME, October 18th.

The Italian delegates to the Washington Conference will be Signor Schanzer (president), Signor Meda, Signor Albertini, and Count Ricci, the Ambassador. If the Foreign Minister is included in the other delegations, the Marquis della Torretta will join the Italians.

LATER.

The Marquis della Torretta, the Foreign Minister, will represent Italy at the Washington Conference.

PRESIDENT'S BELIEF.

WASHINGTON, October 18th.

President Harding, in thanking his Majesty for the bestowal of the Victoria Cross upon America's "Unknown Warrior," expressed his belief that the Anglo-American delegates to the Disarmament Conference will co-operate with the other nations to reduce "the burden of armaments through diminishing possible causes of war."

M. BRIAND DEMANDS "SUBSTANTIAL MAJORITY."

PARIS, October 19th.

When the French Chamber reassembled, M. Briand made a statement on foreign policy, in which he declared his aim to be the maintenance of peace. He denied the assertion that France's military position was in any way weakened. Mobilisation of the 1919 class had filled gaps in the French forces. M. Briand declared that he would only go to the Washington Conference if the Chamber expressed confidence in his peace policy by a substantial majority. If a powerful minority disagreed, then others might carry out the policy which he considered disastrous.

BANK INDUSTRIELLE DE CHINE.

MANAGEMENT EXONERATED FROM ANY CRIMINAL OFFENCE.

LONDON, October 18th.

The *Daily Telegraph's* Paris correspondent states, in regard to the affairs of the Banque Industrielle de Chine, that the report of the financial expert, M. Doyen, sets aside the accusation of allotting share dividends, and says that the profits of the Bank in 1919 allowed payment of the dividend declared, although it might have been more prudent to increase the reserve fund.

In regard to increasing the capital, the report draws attention to certain subscriptions which the administrators reimbursed with their own cash to the amount of fr. 500,000, representing the total of these irregular subscriptions. This is an infraction of the Companies Law.

[This message is mutilated.]

The charge of breach of trust is said to be only incidental to the failure of the Bank. For example, in the case of money transfers from branch offices in the Far East to Paris which it had not been possible to collect, or buying orders received by the Bank's foreign agencies which could not be executed by the Paris head office owing to lack of funds. It seems, therefore, according to M. Doyen, that no personal criminal offence can be charged against any member, former or present, of the management of the Bank.

GERMANY'S FINANCIAL POSITION.

OMINOUS REPORT BY LLOYD'S BANK.

LONDON, October 18th.

Lloyd's Bank monthly report reviews Germany's financial condition and concludes that, despite a measure of misleading prosperity in certain fields, Germany has long been bankrupt and the conversion of the mark into foreign bills and industrial shares merely proves that the public at last appreciates the fact. The report points out that Germany's bankruptcy means that she will default soon or later with the reparations obligations.

THE PRINCE'S TOUR.

APPOINTMENT OF MILITARY SECRETARY.

LONDON, October 18th.

Brigadier-General Charles R. Woodroffe has been appointed military secretary to the Prince of Wales during the visit of his Royal Highness to Japan. [Brigadier-General Woodroffe was attached to the Japanese Army in 1907-8. He served in the South African War and the European War.]

DEATH OF EX-KING OF BAVARIA.

MUNICH, October 19th.

The death of ex-King Ludwig of Bavaria is announced.

THE IRISH CONFERENCE.

TO BE RESUMED TO-DAY.

LONDON, October 18th.

It is expected that the Irish Conference will resume on the 20th inst.

LESS UNEMPLOYMENT. COST OF LIVING FALLING.

LONDON, October 18th.

Official returns show that the unemployment position among trade unionists is steadily improving. It fell to 14.3 per cent. at the end of September, compared with 18.3 per cent. at the end of August.

CHINESE GIRL STUDENTS IN FRANCE.

DRESSES AND ORNAMENTS TO BE SOLD.

PARIS, October 18th.

Many Chinese girl students at Paris University have decided to sell their Chinese dresses and ornaments at the American Women's Club to raise money to pay their college fees in the coming year.

LEAGUE OF NATIONS UNION.

LORD COWDRAY'S MUNIFICENT DONATION.

LONDON, October 18th.

At the meeting of the League of Nations Union, Lord Robert Cecil announced that Lord Cowdray has promised to contribute £50,000 to the Union in the next three years.

ALLIED DEBT TO THE U.S. FUNDING COMMISSION APPROVED.

WASHINGTON, October 18th.

A Committee of the House of Representatives has favourably reported upon the Bill creating a special Commission, headed by Mr. Mellon, Secretary of the Treasury, in order to arrange for funding the repayment of the foreign debt.

PROHIBITION FOR COOK ISLANDS.

SMALLPOX BACILLUS.

WELLINGTON (N.Z.), October 18th.

The Government has introduced a Bill to enforce prohibition in the Cook Islands, except liquor for medicinal, sacramental, and industrial purposes.

FAR EASTERN CABLE NEWS.

[THROUGH REUTER'S AGENCY.]

THE CHINA COMMAND.

LONDON, October 18th.

The following new Army appointments are officially notified: Major-General Sir John Sharman Fowler to command the forces in China. Major-General N. Malcolm to be General Officer Commanding the Straits Settlements.

CAMBRIDGE HONOURS: BISHOP OF SHANTUNG.

LONDON, October 19th.

Cambridge University will confer the honorary degree of Doctor of Divinity on Bishop Scott, of Shantung.

AUTOMOBILE SHOW.

SHANGHAI WANTS WORLD-WIDE PUBLICITY.

SHANGHAI, October 18th.

Shanghai's forthcoming automobile show promises to be a big success. It will be held in the Verdun Gardens. All the 79 available exhibition spaces in a vast building under construction have been disposed of. Additional space was tentatively spoken for by Mr. C. B. Burkill, chairman at the meeting last night. He outlined a plan to obtain world wide publicity for the show. A Shanghai booklet is under preparation.

GAVE CANEM.

THE FOLLOWING STORY IS RELATED IN A HOME PAPER:

A Chinese diplomat, recently at the head of a mission in France, desired to show his gratitude towards the Quai d'Orsay officials who had helped him. He invited several of them to dine, and as a special mark of sympathy welcomed them at a Chinese restaurant not far from the Sorbonne. They were greatly interested by the strange dishes, none of which they had ever tasted before. After a while there was placed on the table a stew which one of the guests thought he recognised as duck. Anxious to show some appreciation he signed to the waiter, who spoke no French, gave him to understand that he thought it excellent, and in order to indicate that he knew what it was he smilingly said: "Quack! quack!" But to his horror the waiter shook his head, replying: "How-wow!"

IN AID OF ST. DUNSTON'S.

BRIDGE TOURNAMENT AT HELENA MAY INSTITUTE.

The bridge tournament held yesterday at the Helena May Institute in aid of the institution for blind sailors and soldiers known the world over as "St. Dunstan's" was an unqualified success.

In response to an appeal by Sir Arthur Pearson the affair was organised by Mrs. Grant Smith and Mrs. Roberts and it was so well supported by donations and otherwise that about \$3,000 was raised. Full particulars of the sums received will be published in a few days time. It should be mentioned that an appeal to the coast ports resulted in substantial help to the fund. Of the many people who were asked to arrange for tables a great number paid for more than one, besides donating sweets, cigars and cigarettes or lending tables. Many who played gave far more than the moderate subscription of \$3 that was asked.

Lady Stubbs, Mrs. Bowden, Smith, Lady Kirkpatrick and Mrs. Gompertz lent their patronage and Mrs. Gompertz acted as treasurer. H.E. the Governor attended and Lady Stubbs handed the prizes to the successful players at the end. The prizes went to the players whose scores were nearest to certain hidden numbers and were won as follows: 1, Miss Cooper; 2, Mrs. A. Humphreys; 3, Mrs. A. Plummer. The prizes were presented by Lady Stubbs, Mrs. Roberts, and an anonymous donor. Messrs. Wiseman, Watson's, a bottle of scent; these were raffled for as one prize and \$50 extra was collected for the fund in entrance fees. Mrs. Jenkins was the winner and Mrs. Tinson organised the raffie.

Col. Nicholson expressed the thanks of the organisers to Lady Stubbs for presenting the prizes and to H.E. the Governor for his support and aid. The Governor, in response, congratulated Mrs. Grant Smith and Mrs. Roberts on having organised such a successful affair. At Lady Stubbs' table were H.E. the Governor, and Mr. and Mrs. Cland Severn; at Lady Kirkpatrick's table, Mrs. Delacomb, Col. Nicholson and Col. Davy; at Mrs. Gompertz's table, Lady Rees Davies, Mrs. Hall and Mrs. Nisbet. Lady Lundy was at Mrs. Roffey's table. Other tables were taken by Mrs. Bowden, Mrs. Horwell, Mrs. Denison, Mrs. Parkins, Mrs. Elliot, Mrs. Lamert, Mrs. Marsh, Mrs. Smalley, Miss Tunley, Mrs. Carpenter, Mrs. Miller, Mrs. Cormack, Mrs. Middleton, Mrs. Ashton, Mrs. Brakespear, Mrs. Henderson, Mrs. Layton, Mrs. Forayth, Mrs. Jenkins, Mrs. Law, Mrs. Hale, Mrs. Cameron, Mrs. Dutton, Mrs. Jacob, Mrs. Wingfield, Mrs. Farrar and Mrs. Lesak. Mrs. Marshall organised the sale of sweets and cigarettes. In this she was helped by Mrs. Stern, Mrs. Boyan, Mrs. Hamilton, Mrs. Berners, and Miss McBean. The boxes of sweets were tied with blue and gold ribbons and the ladies wore gold ribbons.

Supplies of sweets were sent by Messrs. Lane, Crawford & Co. and the Blue Bird Café as well as by many private individuals; cigarettes were presented by the Tabacqueria Filipina and the Gracoe Egyptian Tobacco Store.

SPORT.

GOLF.

BOGEY POOL COMPETITION RESULT.

The Bogey Pool competition, played over the old course at Failing last weekend, was won by B. M. Smith (scratch) with the very creditable result of 3 up. Mr. Smith's score for 17 holes was 71.

CRICKET.

The following teams will represent the Hongkong Cricket Club, on Saturday next, October 22nd, at 2.15 p.m., against Civil Service Cricket Club:

1st XI. on H.K.C.C. Ground.—T. E. Pearce (capt.), H. E. Benson, L. J. Davies, Capt. P. Havelock Davis, Major H. M. Edwards, E. H. Farthing, E. G. Lammer, E. J. R. Mitchell, M. D. C. Sandberg, M. M. Watson, and B. E. A. Webster.

2nd XI. C.S.C.C. Ground.—L. D. McNicol (capt.), H. H. Day, B. G. Edkins, A. S. Exell, W. J. Hope, D. Reid, G. W. Sewell, H. H. Taylor, Dr. D. J. Valentine, J. R. Way, and F. N. Young.

FOOTBALL.

HONGKONG LEAGUE—DIVISION II.

2nd League Team v. H.K.F.C.—Club ground, on Saturday, at 3 p.m. Team: Muskett; Spary and Adams; Roberts, A. W. White and Brown; Mason, Duncan, G. Pasco, Duncan, A. and Preddy. Reserves: Hewer and Coombs.

Friendly match at Happy Valley on Saturday at 4.15 p.m.—Eve; Murrison and Oswald; Roberts, A. W. Weyman, and Baldwin; Millard, Mason, Pearson, A. Duncan, and Coombs. Reserves: Duncan, G. and Pasco.

GREAT SOCIAL CHANGES.

Further indications of the great social changes which are taking place on the lines suggested by the Duke of Portland recently when addressing his tenants at Welbeck are forthcoming in a statement by the Duke of Bedford that 16,000 acres are at present showing a deficit of 25,000 annually. The Duke of Rutland, it is understood, is contemplating leaving Belvoir Castle. He describes castles and large houses as white elephants, and predicts that they will become derelict and be broken up like old ships, but some will be administered by Government as sanatoria, etc. It is also announced that the King has decided to sell Barton Manor at Cowes, the beautiful house and grounds which were laid out under the direction of the Prince Consort.

SHANGHAI'S FUTURE HARBOUR.

MAJOR-GENERAL BLACK INTERVIEWED.

40-FOOT SHIPS COMING ON PACIFIC.

Major-General William Murray Black, who arrived in Shanghai last week from Peking, comes already well cognizant of the specific problems of Shanghai harbour and well-prepared to engage in intensive work for the length of time the investigation will require, says the *N.C. Daily News*.

General Black is not prepared to say what kind of works will suit Shanghai's needs. That will be discussed and decided during the conference of engineers now to take place in Shanghai. In general, however, he made the following statements which are of interest in connection with the problem in hand.

LARGE SHIPS INCREASING.

"During later years ships of large tonnage have been steadily increasing in number all over the world. There are a few ships in existence drawing over 40 feet of water and with a tonnage of over 15,000 tons. There are none as large as that on the Pacific now. However, the steady increase of large ships shows that the smaller vessel is going out of use. This means that lesser ports will also, as they are doing at present, go out of existence. A port must therefore, to be a great port, be well supplied with deep water and, in addition, be surrounded by ample tributary country to feed the port with supplies for shipment.

"In other words, a comprehensive plan for port development must consider all factors in co-ordination with one another, such as facilities for transferring goods from their origin to land carriers, from land carriers to the ship, and vice versa; and future development both of the port and of the size of vessels to come into the harbour. It is not feasible to construct harbour improvements with a view to the port because of the unnecessarily large outlay of money required; but rather to plan such a scheme as will allow expansion. The best policy is to construct now for present conditions but to plan in advance and make provision for further development."

SHANGHAI'S GREAT POSSIBILITIES.

"The port of Shanghai," said Major-General Black, "has possibilities for becoming one of the greatest ports in the world. There is no port north of Shanghai up to the Gulf of Chihli worthy of development, and north of that the question of ice complicates the problem. South of Shanghai, there is only Hong Kong and there steamers cannot go to the wharves. There are only 48 ports of importance in the world which can be entered by ships drawing 40 feet and over; of these there are only 23 which have depths adequate to their wharves sufficient to accommodate such large vessels, and of these only five can be entered at high water. Of the 23, fifteen are reached from the Atlantic Ocean, seven from the Pacific Ocean. Four of these latter are in the Western Hemisphere, one in Australia, one in Tasmania, and one in the Straits Settlements. One is on the Mediterranean Sea. Liverpool has a channel depth of only 32 to 34 feet at low water with a range of tide at low water from 17 to 25 feet. Shanghai has a depth of 16 feet at Fairy Flat and 30 in the Huangpu. There is sufficient depth to accommodate such a ship as the *Lentor*. She once went to London from New York harbour, was able to get into dock during a high tide and was unable to get out again for a month. London's docks represent the costly method of building permanent facilities for ships, for now very few of the docks built for small tonnage vessels are in extensive use and the port is always being put to the necessity of building newer and larger docks.

SINGLE CONTROL.

In conclusion General Black said:—"The whole question of port and harbour improvement is one of supervising the whole and operating it as a single great business. Then with a vision of what the port may become build improvements that will fit conditions as they exist and yet permit expansion."

Major-General and Mrs. Black have been travelling through Japan and northern China since leaving their steamer in Peking and came to Shanghai through the flooded districts of the Yellow and Hai rivers, which gave the great engineer an opportunity to actually see the devastating results of flood in China which might be overcome by proper engineering. Major-General and Mrs. Black are staying at the Astor House. They will probably be in Shanghai for two or three months and will then return to their home in Washington, D.C.

DANGER IN BARLEY WATER.

At an innquest held at Shoreditch, in July, on a child who died of enteritis, the mother said she had been feeding it on barley water and cow's milk.

Dr. G. E. Froggatt, the medical superintendent of Shoreditch Infirmary, had a strong objection to barley water for young children under six months old. "The only thing you get out of barley water," he said, "is starch, and there is no digestive fluid in the stomach up to the age of six months that will digest starch. I am strongly of the opinion that the starch water children get is the cause of a lot of intestinal complaints. There is no starch in mother's milk. It is a fashion that has grown up which is very detrimental to children. I have discussed the matter with a West End physician of great experience, and he agreed with me. The Coroner: It is worth discussing at the next meeting, wherever it may occur, on children's feeding."

KAWASAKI KISEN KAISHA.
No. 8, BOND STREET.

SHIPPING NEWS

ARRIVALS.

October 18th.

Changning, British str., 1,421 tons, Capt. H. G. W. Walker, from Canton, with a general cargo.—J.M. & Co.

Changning, Chinese str., 240 tons, Capt. W. Ross, from Kihon, with a general cargo.—Cheong Fat.

Derwent, British str., 1,360 tons, Capt. C. B. Beustad, from Saigon, with rice and general cargo.—Thai Thuan & Co.

Drifter, Norwegian str., 1,102 tons, Capt. Nils Hjørth, from Sourabaya, with sugar.—Thorsen & Co.

Dunera, British str., 3,460 tons, Capt. W. Walker, from Shanghai, with a general cargo.—Mackinnon Mackenzie & Co.

Glennloch, British str., 1,434 tons, Capt. A. Hall, from Amoy, with a general cargo.—Seng Soon Hong.

Glennloch, British str., 6,021 tons, Capt. A. Roger, from London and Singapore with a general cargo.—J.M. & Co.

Grace, British str., 4,061 tons, Capt. J. Tasker, from New York and Shanghai, with a general cargo.—Robert Dollar & Co.

Harbin, British str., 1,370 tons, Capt. W. C. Passmore, from Canton, with a general cargo.—D.L. & Co.

Hokkaido, Chinese str., 556 tons, Capt. Leung Long, from K. C. Wan, with a general cargo.—Wo Hing.

Hugh, British str., 1,205 tons, Capt. R. F. Mitchell, from Hilo, with a general cargo.—B. & S.

Hydrangea, British str., 561 tons, Capt. J. W. Collom, from Swatow, with a general cargo.—Chiu On S.S. Co.

Jacob, American str., 1,621 tons, Capt. C. Appel, from Calcutta and Haiphong, with a general cargo.—P.M. S.S. Co.

Japan, British str., 3,857 tons, Capt. P. W. Bower, from Calcutta and Singapore, with a general cargo.—Mackinnon Mackenzie & Co.

Kaino Maru, Japanese str., 2,010 tons, Capt. S. Nomura, from Swatow, with a general cargo.—O.S.K.

Kwangshing, Chinese str., 1,336 tons, Capt. C. Stewart, from Canton, with a general cargo.—C.M.S.N. Co.

Kanbun, British str., 1,222 tons, Capt. D. H. Martin, from Bangkok and Hoihow, with a general cargo.—B. & S.

Kanun, British str., 1,143 tons, Capt. D. Williams, from Newchwang, with a general cargo.—B. & S.

Lushan Maru, Japanese str., 1,317 tons, Capt. T. Yasakawa, from Shanghai and Swatow, with a general cargo.—N.Y.K.

Meiji Maru, British str., 1,573 tons, Capt. A. MacInnes, from Sarawak, with timber.—Nippon Yusen.

Providence, Norwegian str., 603 tons, Capt. C. Ut, from Canton.—Kwong Mow Tai.

Taiwan, Chinese str., 1,216 tons, Capt. J. Hallet, from Shanghai, with a general cargo.—C.M.S.N. Co.

Tean, British str., 1,350 tons, Capt. W. McDonald, from Singapore, with a general cargo.—B. & S.

Wingung, British str., 1,517 tons, Capt. F. Mooney, from Saigon, with rice.—J.M. & Co.

Yingchow, British str., 1,216 tons, Capt. G. Byers, from Shanghai and Swatow, with a general cargo.—B. & S.

CLEARANCES.

October 18th.

Atlas Maru, for Shanghai.

Bushu Maru, for Takao.

Cheloo, for Kihon.

Changning, for Swatow.

Dunera, for Singapore.

Kanun, for Canton.

Kwangshing, for Hoihow.

Lushan Maru, for Canton.

Pervia Maru, for Dairen.

Taiwan, for Newchwang.

Tsingchow, for Canton.

Tsuet Wah, for Manila.

PASSENGERS.

ARRIVALS.

Per s.s. **Harbin**, on October 18th: Mrs. Carpenter, Hon. Mr. P. H. Holyoak and Mrs. Holyoak, Dr. and Mrs. Barton, Mr. and Mrs. Montini, Mrs. and Miss King, Messrs. G. Logan, C. Blason, E. Cobb, E. Rocha, B. Vibbles, and Rev. Mr. Marable.

SHIPPING MOVEMENTS.

The T.K.K. s.s. **Taiyo Maru** left Manila on October 19th, and is due at Hongkong to-morrow.

The N.Y.K. s.s. **Rangoon Maru** (New York line) left Kobe for this port via Moji on October 18th, and is expected here on October 28th.

The N.Y.K. s.s. **Iyo Maru** (European line) left Kobe for this port via Moji and Shanghai, on October 15th, and is expected here on October 27th. She will sail for Europe via Singapore on October 28th, at 11 a.m.

The P. & O. s.s. **Manila** arrived at London on October 15th.

The P. & O. s.s. **Somali** is expected to leave Colombo on October 25th.

VESSELS EXPECTED.

Ata Maru (N.Y.K.), due October 22nd.

Ata Maru (P. & O.), due October 21st.

Ata Maru (Dodwell-Castle line), due end of November.

Empress of Asia, due November 3rd.

Ata Maru (N.Y.K.), due October 27th.

Monteagle (O.P.S.), due October 28th, at 7 a.m.

Ata Maru (P. & O.), due November 22nd.

Ata Maru (P. & O.), due October 24th.

Ata Maru (Blue Funnel line), due Nov. 3rd.

Ata Maru (Blue Funnel line), due October 20th, at daylight.

Ata Maru (P. & O.), due November 8th.

Ata Maru (T.K.K.), due October 20th.

Ata Maru (B. & A.), due October 24th.

Ata Maru (T.K.K.), due October 20th.

Ata Maru (B.L.), due October 28th.

Ata Maru (Blue Funnel line), due 20th, at daylight.

Ata Maru (Dodwell-Castle line), due second half of October.

Ata Maru (N.Y.K.), due November 19th.

NOTICES TO CONSIGNEES

NOTICE TO CONSIGNEES.

OCEAN STEAM SHIP COMPANY, LTD.
AND
CHINA MUTUAL STEAM NAVIGATION COMPANY, LTD.

CONSIGNEES per Company's Steamer

"TELEMAOHUS"
FROM NEW YORK.
are hereby notified that the Cargo will be discharged into Holt's Wharf, Kowloon, where it will be at Consignee's risk and subject to terms and conditions of storage at Holt's wharf. The Cargo will be ready for delivery from Godown on and after 17th October.

Optional cargo will be landed, unless notice has been given prior to steamer's arrival.

All broken, chafed, and damaged goods are to be left in the Godowns, where they will be examined on any Tuesdays and Fridays between the hours of 10.45 a.m. and Noon within the free storage period.

No Claims will be admitted after the Goods have left the steamer's Godown and all Goods remaining undelivered after the 24th Oct. will be subject to rent.

All Claims against the Steamer must be presented to the undersigned on or before the 7th Nov., or they will not be recognised.

No Fire Insurance will be effected.

BUTTERFIELD & SWIRE,
Agents.
Hongkong, October 17th, 1921. 1617

NOTICE TO CONSIGNEES.

OCEAN STEAM SHIP COMPANY, LTD.
AND
CHINA MUTUAL STEAM NAVIGATION COMPANY, LTD.

CONSIGNEES per Company's Steamer

"MACHAON"
are hereby notified that the Cargo will be discharged into Holt's Wharf, Kowloon, where it will be at Consignee's risk and subject to terms and conditions of storage at Holt's Wharf. The Cargo will be ready for delivery from Godown on and after 17th Oct.

Optional cargo will be landed, unless notice has been given prior to steamer's arrival.

All broken, chafed, and damaged goods are to be left in the Godowns, where they will be examined on any Tuesdays and Fridays between the hours of 10.45 a.m. and Noon within the free storage period.

No Claims will be admitted after the Goods have left the steamer's Godown, and all Goods remaining undelivered after the 17th Oct. will be subject to rent.

All Claims against the Steamer must be presented to the undersigned on or before the 7th Nov., or they will not be recognised.

No Fire Insurance will be effected.

BUTTERFIELD & SWIRE,
Agents.
Hongkong, October 17th, 1921. 1618

NOTICE TO CONSIGNEES.

FROM UNITED KINGDOM, GENOA, PORT SAID, COLOMBO AND STRAITS.

THE Steamship

"PEMBROKESHIRE"

having arrived from the above ports, Consignees of Cargo by her are hereby informed that all Goods are being landed at their wharves to the hazardous and/or active hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, whence, and/or from the wharves, delivery may be obtained.

Goods not cleared by the 25th Oct. 1921, at 5 p.m. will be subject to rent.

All broken, chafed and damaged packages are to be left in the Godowns where they will be examined by Messrs. Goddard & Douglas, on 25th Oct. 1921, at 10 a.m. Claims against the Steamer including those for cargo short delivered must be presented on the special form provided and must be submitted within 30 days of arrival, otherwise they will not be recognised.

No Fire Insurance will be effected by us in any case whatever.

Bills of Lading will be countersigned by JARDINE, MATHESON & Co., Ltd.

Hongkong, September 16th, 1921. [1620]

FOR NERVOUS EXHAUSTION

LOSS of MEMORY and DEBILITY and



CHAPOTEAU'S
PHOSPHO-CYCLERATE OF LIME
It increases vital energy and nerve force, cures Neurasthenia, Hypertension, and nervous disorder in adults and children.
IN CAPSULES, IN WINE, AND IN SYRUP

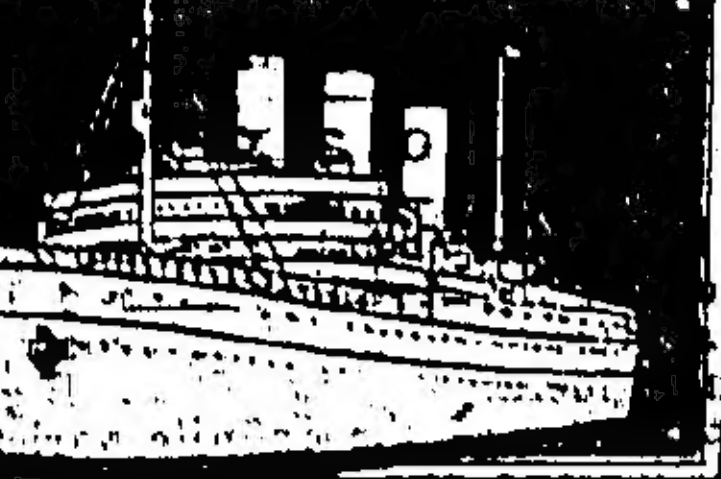
MARTIN'S

APOLARIS

MARTIN'S

APOLARIS

CANADIAN PACIFIC STEAMSHIPS LIMITED.



HOME VIA CANADA

Hongkong to England

via Shanghai, Nagasaki, (Moji), Kobe, Yokohama, Vancouver & Montreal.

Steamer	From Hongkong	Due Vancouver
Monteagle	Oct. 30	Nov. 23
Empress of Asia	Nov. 10	Nov. 25
Empress of Japan	Nov. 23	Dec. 14
Empress of Russia	Dec. 8	Dec. 28
Empress of Asia	Jan. 5	Jan. 28
Monteagle	Jan. 17	Feb. 11
Empress of Japan	Feb. 8	Mar. 1
Empress of Russia	Feb. 23	Mar. 13

Connecting Atlantic Sailings every few days to Liverpool, London, Southampton, Glasgow, Antwerp, Havre, Naples & Danzig.

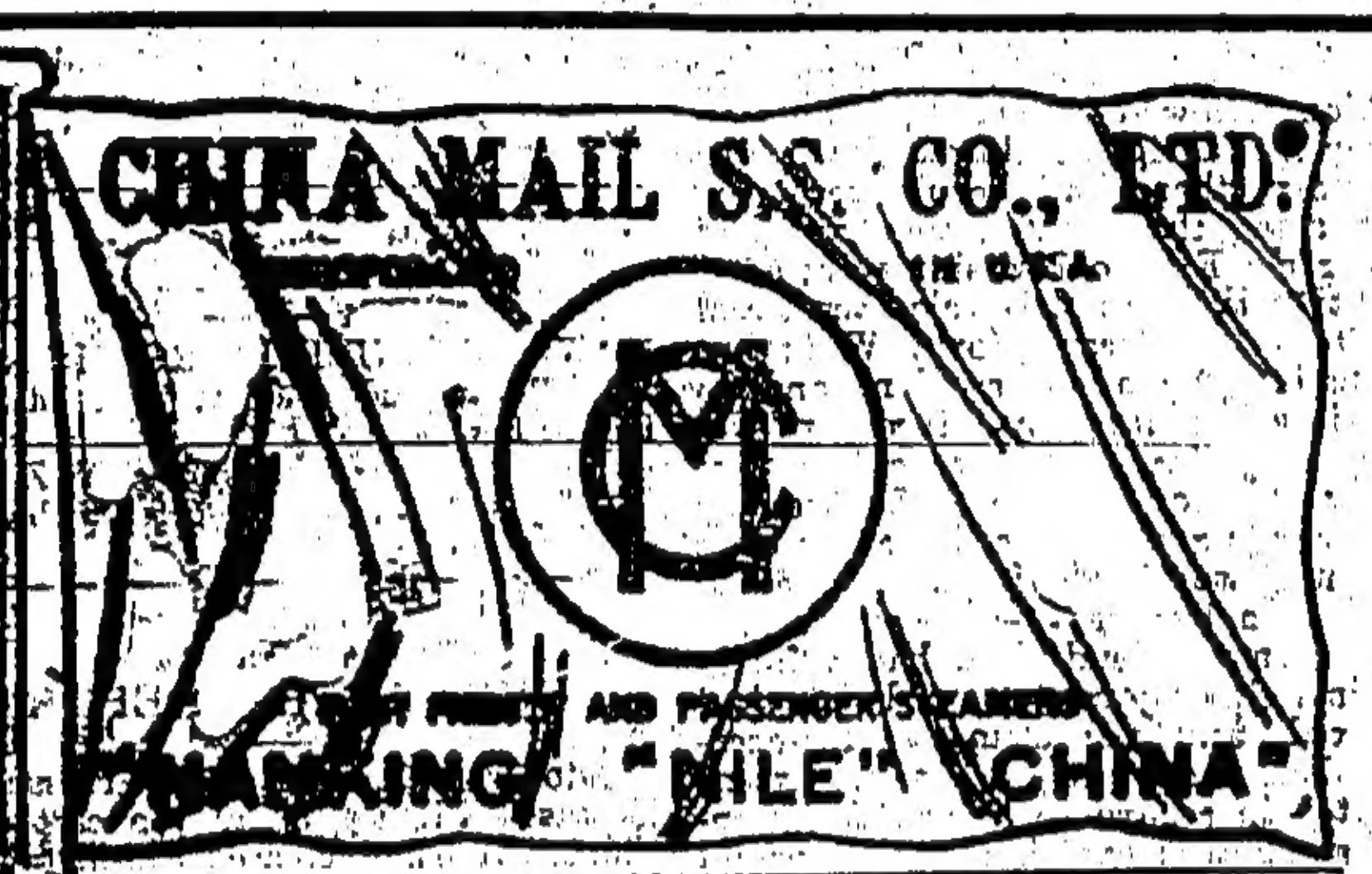
Allotment of Cabins on Atlantic steamers held here and through tickets issued.

Early reservation necessary.

Three Transcontinental Trains Daily.
Standard Sleeping Cars, Compartments & Drawing Rooms.

Canadian Pacific Hotels at Victoria, Vancouver, in the Rockies, Calgary, Winnipeg, Montreal and Quebec.

CANADIAN PACIFIC STEAMSHIPS, LIMITED.
Hongkong Office. Telephone 752. Cable Address GACANPAC. [48]



AN UNSURPASSED HIGH-CLASS PASSENGER SERVICE

HONGKONG TO SAN FRANCISCO

via Shanghai, Japan Ports and Honolulu

s.s. "CHINA"	s.s. "NANKING"
Nov. 6th	Dec. 12th

HONGKONG TO SINGAPORE

s.s. "NANKING"
Nov. 23rd

EAST FREIGHT SERVICE

Through Bills of Lading issued to all points in United States & Canada.

Cargo accepted on Through Bills of Lading for transshipment at San Francisco to weekly sailings for principal Atlantic Ports.

PRINCE BUILDING, Telephone Passenger Dept. No. 1834.

ICE HOUSE STREET, Tel. Freight Dept. & Agent. No. 2161.

NEW SERVICE TO JAVA.

China Mail S.S. Co., Ltd.

INCORPORATED IN U.S.A.

AN UNSURPASSED HIGH-CLASS PASSENGER SERVICE.

BETWEEN SHANGHAI, HONGKONG, SINGAPORE, BATAVIA, SAMARANG AND SOERABAYA.

S.S. "NILE"

HONGKONG TO JAVA: November 13th.

HONGKONG TO SHANGHAI: October 23th.

EAST FREIGHT SERVICE

Through Bills of Lading issued to all points in United States & Canada.

Cargo accepted on Through Bills of Lading for transshipment at San Francisco to weekly sailings for principal Atlantic Ports.

PRINCE BUILDING, Telephone Passenger Dept. No. 1834.

ICE HOUSE STREET, Tel. Freight Dept. & Agent. No. 2161.

NANYO YUSEN KAISHA

(The South Sea Mail S.S. Co., Ltd.)

REGULAR FREIGHT & PASSENGER SERVICE

BETWEEN

JAPAN, HONGKONG & JAVA

For BATAVIA, SAMARANG, SOERABAYA, MACASSAR and BALIAPAN.

s.s. "SAMARANG MARU" sailing on or about 7th Nov.

For MOJI, KOBE, OSAKA and YOKOHAMA.

s.s. "FUKUOKA MARU" sailing on or about 2nd Nov.

For further particulars please apply to—

Y. SUZUKI, Manager, 2nd Floor, Prince Building, No. 2, Des Voeux Road, Hongkong.

Tel. No. 2208.

Postmaster: General Agent for the Nanyo Yusen Kaisha.

T. K. K. ITOYO KISEN KAISHA

HONGKONG TO SAN FRANCISCO VIA KEELUNG, SHANGHAI, THE INLAND SEA, JAPAN & HONOLULU.

Steamers	Tons	Leave Hongkong
PERSIA MARU	2000	Oct. 20th, at 10.30 a.m.
TAIYO MARU	2000	Oct. 29th
SIBERIA MARU	2000	Nov. 15th
TENYO MARU	2000	Nov. 27th
SHENYO MARU	2000	Dec. 18th

* Calling at Dairen and omitting call at Keelung and Shanghai.

* Calling at Dairen and omitting call at Keelung.

SOUTH AMERICAN LINE

HONGKONG TO VALPARAISO

VIA JAPAN, HONOLULU, HILO, SAN FRANCISCO, SAN PEDRO, SANTA CRUZ, BALBOA, CALLAO, MOLLEND, ABICA & IQUIQUE.

THROUGH BY TRANS-AMERICAN ROUTE TO BUENOS AIRES.

Steamers	Tons	Leave Hongkong
SEIYO MARU	—	Nov. 9th
RAIKYO MARU	—	Dec. 12th

For full information regarding passengers, freight and sailings, apply to—

Y. TSUTSUMI, Manager, King's Building, Tel. No. 274 & 297.

Agents at Canton: Messrs. T. E. GRIFFITH, LTD.

STRUTHERS & DIXON, Inc.

Operating Far Eastern services for account of the

UNITED STATES SHIPPING BOARD.

TO SEATTLE & VANCOUVER

* "West Iris" 28th Oct.

To LOS ANGELES & SAN FRANCISCO

* "West Calera" 24th Oct.

* Also cargo accepted for transshipment at San Francisco and/or Seattle for weekly sailings to—

NEW ORLEANS, SAVANNAH, NORFOLK, BALTIMORE, PHILADELPHIA, NEW YORK & BOSTON.

Through Bills of Lading issued to all U.S. & Canadian Overland Common Points.

HONGKONG OFFICE: 1st floor, Powell's Building, 13, Des Voeux Road, Tel. 3008. [45]

WATERHOUSE LINE.

REGULAR TRANS-PACIFIC FREIGHT SERVICE

Operating U.S. Shipping Board Steamers

Between

SEATTLE-TACOMA-VICTORIA-VANCOUVER

and China, Japan and Philippine Island Ports.

* "WEST JAPPA" sailing about 15th Nov.

* "WEST IVAN" sailing about 2nd Dec.

Further sailings to be announced later. Through Bills of Lading issued to all Overland Common points in U.S. and Canada.

For rates and full particulars apply to—

FRANK WATERHOUSE & COMPANY, 4th Floor, Princes Buildings, Telephone 1062.

PACIFIC MAIL S.S. CO.

MANAGING AGENTS, U.S. SHIPPING BOARD.

TRANS-PACIFIC SERVICE

Freight and Passenger.

SAN FRANCISCO VIA SHANGHAI, KOBE, YOKOHAMA AND HONOLULU

AMERICAN STEAMERS

FOR SAN FRANCISCO VIA SHANGHAI, KOBE ETC.

Leave Hongkong: Arrive San Francisco

s.s. "HOOSIER STATE"	Nov. 16th Noon	Dec. 8th
s.s. "EMPIRE STATE"	Dec. 8th Noon	Dec. 29th
s.s. "GOLDEN STATE"	Dec. 14th Noon	Jan. 5th 1922

FOR SINGAPORE AND SOERABAYA

And Return HONGKONG VIA SAIGON AND MANILA.

Freight and Passenger.

s.s. "EMPIRE STATE" sailing Nov. 7th noon.

FOR SINGAPORE AND PENANG.

s.s. "JACOB" sailing Oct. 28th.

SHANGHAI-CALCUTTA SERVICE

Freight Only

FOR SHANGHAI.

s.s. "DOYLESTOWN" sailing Oct. 18th.

MANILA-EAST-INDIA SERVICE

Freight and Passenger.

SAN FRANCISCO, HONOLULU, MANILA, SAIGON, SINGAPORE, CALCUTTA & COLOMBO.

Monthly Sailings.

For full information regarding rates, space, etc., apply to—

PACIFIC MAIL S.S. CO., Telephone 141. Cable Address "SOLANO". Hotel Mandarins Hongkong.

YAMASHITA KISEN KAISHA

(THE YAMASHITA S.S. Co., Ltd.)

REGULAR FREIGHT & PASSENGER SERVICE

BETWEEN

KEELUNG, HONGKONG & HAIPHONG.

Sailing from Hongkong

FOR HAIPHONG via Hoihow & Pakhoi.

s.s. "TAIKWA MARU" on or about 27th Oct.

FOR KEELUNG via Swatow & Amoy.

s.s. "HOZU MARU" on or about 27th Oct.

For further particulars, please apply to—

M. KOBAYASHI, Agent, No. 37, Bonham Street, West, Tel. No. 155.

Branch Office, Top Floor, King's Building, Tel. No. 140.

AMERICAN & ORIENTAL LINE

NEW YORK via Suez

Subject to change without notice.

ORIENTAL AFRICAN LINE.
INDIAN AFRICAN LINE.

Cargo carried on through Bills of Lading from HONGKONG to BEIRA, ELAGOA RAY, DURBAN (Natal), EAST LONDON, PORT ELIZABETH & CAPE TOWN direct or with transshipment at CALCUTTA and/or COLOMBO.

For particulars apply to—

THE BANK LINE, LTD.,
Managing Agents."ELLERMAN" LINE.
ELLERMAN & BUCKNALL S.S. CO. LTD.

FAR EAST/UNITED KINGDOM & CONTINENT.

S.S. "CITY OF PEKIN"	29th Oct.	Marseilles, London and Rotterdam
S.S. "CITY OF DELHI"	15th Nov.	London, Rotterdam, Hamburg & Glasgow
S.S. "CITY OF MANCHESTER"	15th Mar.	London, Rotterdam and Hamburg

PASSENGER SERVICE.

Subject to change without notice.

For particulars of freight and passage rates apply to—

OF RICE & CO. CANTON.

THE BANK LINE, LTD.,
General Agents.

NEW YORK DIRECT

Joint Service of the

"BLUE FUNNEL" LINE

OCEAN S.S. CO., LTD., AND CHINA MUTUAL S.S. CO., LTD.

AMERICAN & MANCHURIAN LINE
ELLERMAN & BUCKNALL S.S. CO. LTD.

Sailings from Hongkong.

S.S. "CITY OF ADELAIDE"	via Suez Canal	1st Nov.
S.S. "TYDEUS"	via Suez Canal	13th Nov.
S.S. "KANSAS"	via Suez Canal	17th Nov.

* Calls at Boston if sufficient inducement offers.

Steamers proceed via Suez Canal or Panama Canal at Owners' option.

Subject to change without notice.

For freight and particulars apply to—

BUTTERFIELD & SWIRE, or THE BANK LINE, LTD., HONGKONG.
HONGKONG AND CANTON, REIMS & CO., CANTON.

MESSAGERIES MARITIMES.

FRENCH MAIL LINES.

SAILINGS FROM HONGKONG SUBJECT TO ALTERATION.

DESTINATION	STEAMER & DISPLACEMENT	SAILING DATE
HANGHAI, KURE & YOKOHAMA	AMAZONE 11,000	On or about 6th Nov.
MARSEILLE via HAI-PHONG, SAIGON, SINGAPORE, PENANG, COLOMBO, DIBOUTI, SUZ, & PORT SAID	"ARMAND BEHIC" 11,000	On or about 22nd Oct.
	"CORDILLERE" 11,000	On or about 30th Oct.
	"ANDRE LEON" 23,000	On or about 6th Nov.
	* Omit Haiphong and Penang.	

For full particulars regarding sailings, etc., apply to—

Telephone 740

R. HODENFUSCH,
Acting Agent,
Queen's Building.

DOUGLAS STEAMSHIP CO., LTD.

HONGKONG AND SOUTH CHINA COAST PORT SERVICE.

REGULAR SERVICE of Fast, High Class Coast Steamers, having good accommodation for First-Class Passengers, Electric Light and Fans in staterooms and Saloons, and Excellent Cuisine.

FOR

SWATOW, AMOY & FOOCHOW
AND RETURN

(Occupying 9 to 10 Days).

"HATHONG"	Capt. W. D. Passmore	FRIDAY, Oct. 21st, at 3 P.M.
"HAILOONG"	Capt. W. Cooper	FRIDAY, Oct. 28th, at 3 P.M.

Arrivals and Departures from the Company's Wharf (near Blakely Pier).

For Freight and Passage, apply to—

DOUGLAS, LAURENCE & CO.,
General Managers.P. & O. - British India
Apcar and
Eastern & Australian
Lines

(COMPANIES Incorporated in ENGLAND).

MAIL AND PASSENGER SERVICES

STRAITS, JAVA, BURMA, Ceylon, INDIA, PERSIAN GULF, WEST INDIES,

MAURITIUS, EAST & SOUTH AFRICA, AUSTRALASIA, INCLUDING

NEW ZEALAND & QUEENSLAND PORTS, RED SEA,

EGYPT, EUROPE, Etc.

PENINSULAR & ORIENTAL SAILINGS (South)

S.S.	Tonnage	From Hongkong (about)	Destination
"DUNRA"	5,400	20th Oct. Noon.	Singapore, Colombo & Bombay
"SARDONYA"	5,600	26th Oct.	Marseilles, London & Antwerp
"KARWALA"	5,000	19th Nov.	Marseilles, London & Antwerp
"NYANZA"	7,000	26th Nov.	Marseilles, London & Antwerp
"LAHORE"	5,900	29th Nov.	Singapore, Colombo & Bombay
"SOMALI"	6,700	10th Dec.	Marseilles, London & Antwerp

BRITISH INDIA - APCAR SAILINGS (South)

"GREGORY APCAR" 4,700 23rd Oct. Calcutta via Straits

EASTERN & AUSTRALIAN SAILINGS (South)

"ARAFURA"	6,000	19th Oct. 10.30	Manila, Thursday Island, Townsville, Brisbane, Sydney & Melbourne.
"ST. ALBANS"	4,500	14th Nov. [a.m.]	

SAILINGS TO SHANGHAI & JAPAN

"JAPAN"	6,100	23rd Oct.	Shanghai and Kobe.
"BANCA"	6,000	24th Oct. 10 a.m.	Shanghai and Kobe.
"ST. ALBANS"	4,500	26th Oct.	Shanghai and Kobe.
"NYANZA"	7,000	26th Oct.	Shanghai and Japan.
"LAHORE"	5,900	29th Nov.	Shanghai and Kobe.

SPECIAL STEAMER.

The P. & O. S.S. "EGYPT" is expected to leave Hongkong on or about the 16th January, 1922, taking passengers and cargo for Marseilles and LONDON calling at Bombay.

All dates are approximate and subject to alteration without notice.

WIRELESS TELEGRAPHY FITTED ON ALL STEAMERS.

1st Saloon Passengers may travel by P.O. Company's Steamers between Singapore and Calcutta or Singapore and Madras in lieu of the section of their P. & O. Tickets Singapore to Colombo.

All Cabins are fitted with Electric Fans free of charge.

Parcels measuring not more than 2 1/2 ft. x 3 ft. x 1 ft. will be received at the Company's Office up to Noon on the day previous to sailing.

For Further Information, Passages, Fares, Freight, Handbooks, etc., apply to—

MACKINNON, MACKENZIE & CO., Agents.

21, Des Voeux Road, Central, HONGKONG.

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C. N. C.
CHINA NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATION

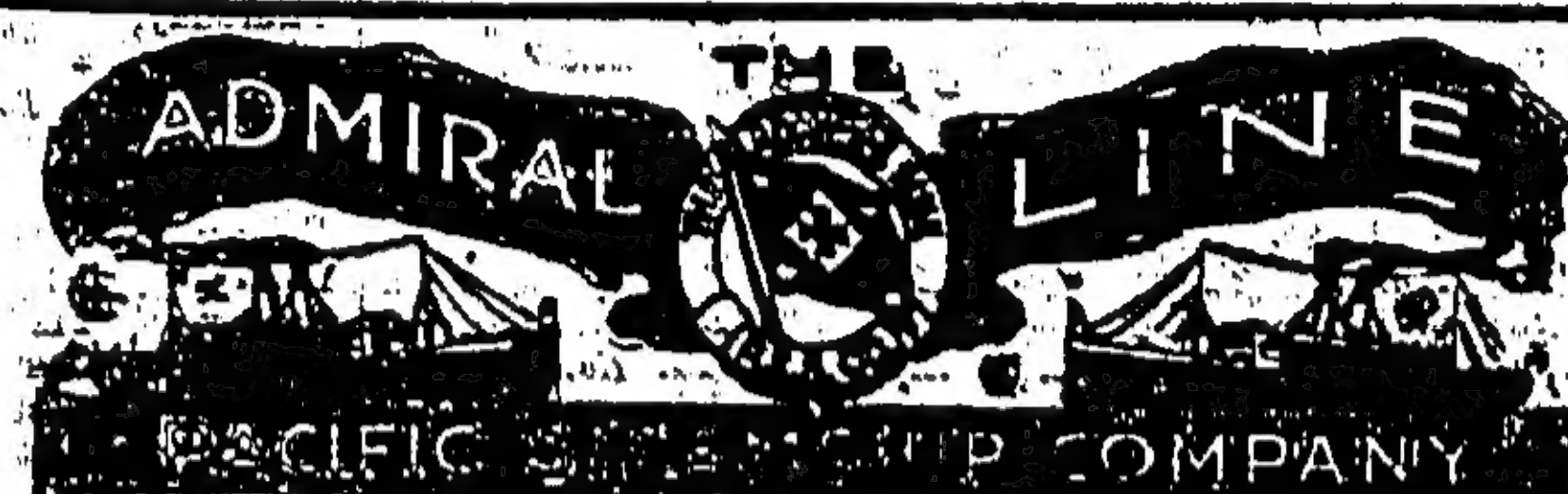
For	Steamer	To	Ball
NEWGHWANG & THIENTSIN...	"TIENTSIN"	On 20th Oct.	10 A.M.
AMOY & SHANGHAI...	"SUENING"	On 21st Oct.	10 A.M.
SWATOW, AMOY & SAPORE...	"TRAF"	On 21st Oct.	Noon.
WHEILWEI, CHIKOO & THIENTSIN...	"KUEICHOW"	On 21st Oct.	4 P.M.
SHANGHAI & TIENTSIN...	"YINGCHOW"	On 22nd Oct.	6 P.M.
SWATOW & SINGAPORE...	"KANCHOW"	On 23rd Oct.	10 A.M.
SWATOW & BANGKOK...	"CHENGTO"	On 25th Oct.	10 A.M.
SWATOW & SHANGHAI...	"SZECHUEN"	On 25th Oct.	Noon.
WHEILWEI, CHIKOO & THIENTSIN...	"KUEICHOW"	On 26th Oct.	4 P.M.
HOIHOW, FAKHOI & HPHONG...	"KAIPOH"	On 28th Oct.	10 A.M.
MANILA, CEBU & ILOILO...	"TAMING"	On 3rd Nov.	4 P.M.

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"WENATCHEE" ... sailed Nov. 19th ... arrived Dec. 9th

S.S. "COAXET" ... For PORTLAND DIRECT Oct. 26th

FOR PORTLAND DIRECT

(Calling at Manila, Shanghai, Kobe & Yokohama)

S.S. "MONTAGUE" ... Nov. 11th

S.S. "ABERCOSS" ... Dec. 7th

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S.S. "JADDEN" ... 24th Oct.

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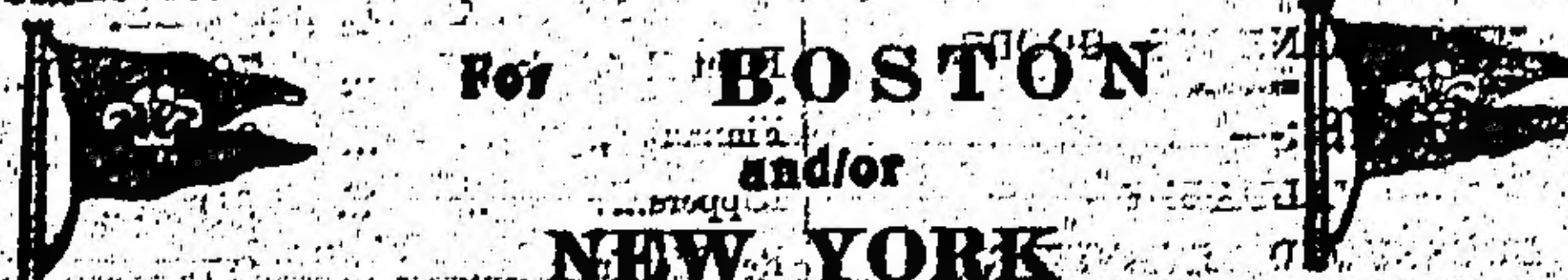
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S.S. "GABRIEL PRINCE" ... (via Suez) Oct. 23rd

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